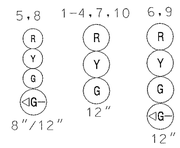
BUS. MD 3 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNALS



PROPOSED SIGNS

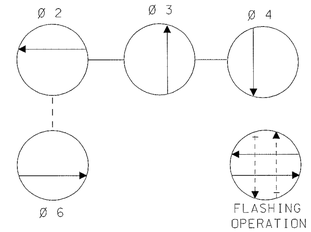
UTILITY HEIGHTS

[A] C & P = 17' - 2"
C & P = 19' - 1"
EXISTING SPAN = 22' - 6"
SECONDARY = 27' - 0"
PRIMARY = 34' - 1"

UTILITY HEIGHTS

[B] C & P = 20' - 1"
C & P = 21' - 1"
EXISTING SPAN = 22' - 3"
SECONDARY = 27' - 3"
PRIMARY = 36' - 6"

NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW SIGNAL HEAD ON EXISTING STRAIN POLE
B. INSTALL 12" X 30' STEEL STRAIN POLE (NOTE: 1-2 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND)
C. INSTALL ELECTRICAL HANDHOLE
D. INSTALL 3/8 IN. STEEL SPAN WIRE, SIGNAL HEADS, AND SIGN
E. INSTALL 3/8 IN. STEEL SPAN WIRE AND SIGNAL HEADS
F. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED
G. INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR (3-6-3 WINDING)
H. INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC ELECTRICAL PVC CONDUIT (DETECTOR WIRE SLEEVE)
J. REMOVE EXISTING STRAIN POLE
K. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS, AND SIGNS
L. INSTALL 24 IN. HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING
M. INSTALL WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW
N. REMOVE EXISTING PAVEMENT MARKINGS
O. USE EXISTING STRAIN POLE
P. USE EXISTING STRAIN POLE AND POLE MOUNTED CONTROLLER
Q. INSTALL 5 IN. YELLOW HEAT APPLED PREFORMED THERMOPLASTIC PAVEMENT MARKING
R. INSTALL 5 IN. WHITE HEAT APPLED PREFORMED THERMOPLASTIC PAVEMENT MARKING
S. INSTALL ARROW AND ONLY PAVEMENT MARKINGS (SEE TABLE FOR LOCATION)
T. INSTALL 12 IN. WHITE HEAT APPLED PREFORMED THERMOPLASTIC PAVEMENT MARKING
U. INSTALL R5-1 SIGN ON ONE 4" X 4" WOOD POST

LANE DROP SIGNING AND MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
LEFT & RIGHT ARROW	50'
LEFT & RIGHT ONLY	90'
LEFT & RIGHT ARROW	130'

GENERAL NOTES

1. INSTALL LOOP DETECTORS 1 FT. BEHIND STOPLINE.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. UNLESS OTHERWISE NOTED ALL EXISTING EQUIPMENT WILL REMAIN.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

TRAFFIC CONCEPTS, INC.
325 Gambrills Road
Suite E
Gambrills, MD 21054
(410) 923-7101

REVISIONS	APPROVALS
[A] 4-12-02 SHA. NO. BW996M82 ADDED FOURTH LEG TO INTERSECTION	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNALIZATION PLAN
MD BUS. 3 AT MD 174

DRAWN BY: D. DODA	F.A.P. NO.	TS NO. 1271A	SHEET NO. 1 OF 2
CHECKED BY: W. RICHARDSON	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: ANNE ARUNDEL	T.I.M.S. NO. E-998	
DATE: 10-17-75	LOG MILE:		